1: Marty--123 G-4,5 (ca. 1913) 1913 MS37 Senegal MS37
Wolof MS30

Appendix No. 1

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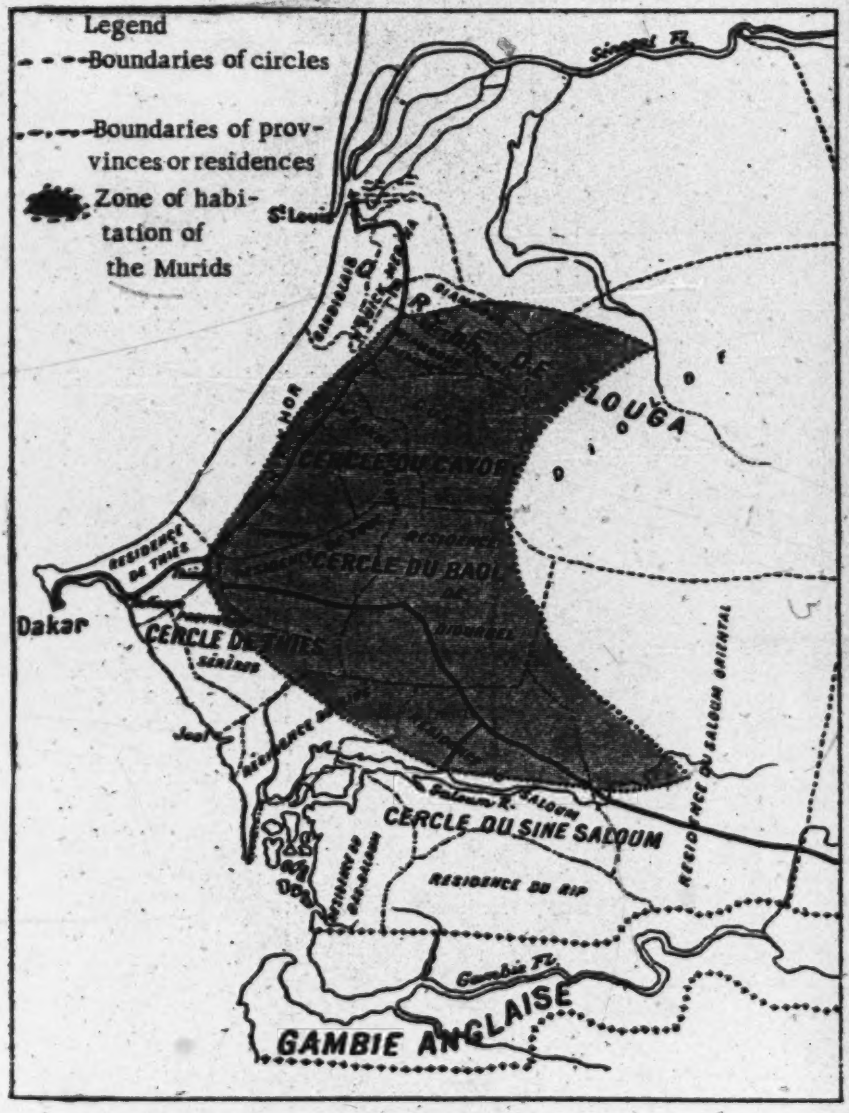

Geographical schema of the Murid confession.

/373 cont./

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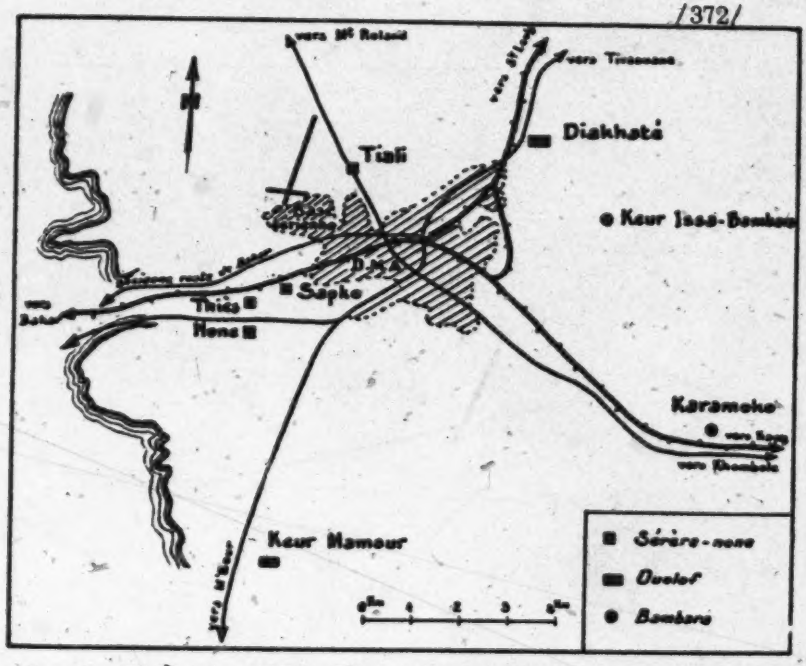

Fig. 1. Thiès, location of the villages mentioned in this study.

S
361 /373 cont./ by its internal plan (it is dispersed in a loose arrangement), but by the arbored countryside that surrounds it.

Karamoko, on the other hand, resembles a Wolof village: few or no trees except around the huts, a monotonous and open countryside.

S
369 The founding and the rapid growth of Thiès seems to have entailed perturbations in the life of the neighboring villages, especially at the end of the last century.

5: Crowder J-5 (1955-1961) 1962
MS37 Senegal MS37

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SENEGAL

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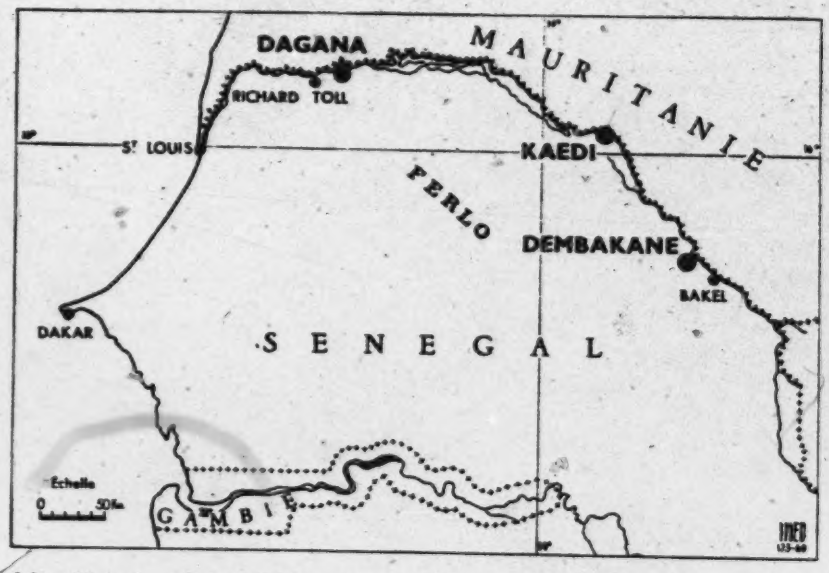

Map No. 1. /Mauritanie = Mauritania; Gambie = Gambia; eschelle = scale./

128 and variation of these facts with regard to dates and regions, thanks to
143 various registers which have existed for several generations (Sutter and Tabah [4] and [5], Sutter [6]).

114 In the western part of Africa it is difficult to gather this kind of
143 information, which the administrative censuses do not normally give. The first quantitative study of endogamy by M. de Lestrange in Guinea among the Coniagui [7] has permitted an evaluation of the size of the isolate, one woman /667/ being able to choose her partner from among 400 to 500 men, but does not specify the frequency of consanguineous unions. It deals with a closed population limited to 8,000 persons.

143 The population of the valley of the Senegal itself is much
125 more extensive and, in principle, not closed. In this case a demographic inquiry by sampling, taking one out of ten, has been resorted to, which made it possible to establish, in 1957, not only its classic characteristics of structure (sex, age, ethnic affiliation, place of birth, etc.) and of natural change (fertility, mortality), but also elements permitting precise determination of its degree of endogamy,

/156 cont./

36 oneself once one has grasped the principle of the cutting up of the city into four sections by the three axes of roads, just as it is easy to align the principal landmarks on each of the two extreme axes: on the west road the Chavanel house opposite the first market, then the commissariat, the mosque,

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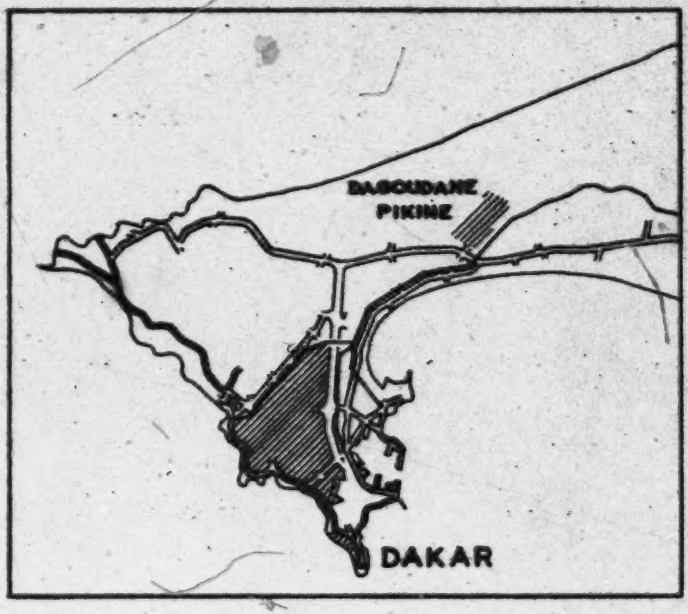

36 and on the left, halfway, the / map appears here/ big market with, at the end, the block that houses the cinema El-Karim and a business; on the east road, at the right, the business of the Syrian, then, after the turns, the district /cité/ named after the ICOTAF because it is adjacent to the lands occupied by the factory, a long space as yet unoccupied, and finally, on the left, first the cinema El-Hilal, and, some 200 meters beyond, the second district named after the Pépinière. On the center road, by contrast, there is no notable building, but simply, towards the middle, two large empty spaces on both sides of the road, with a sports field on the right. But if one

17: Mercier--50 S-5 (1953-1954) 1954 MS37 Senegal MS37

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×369

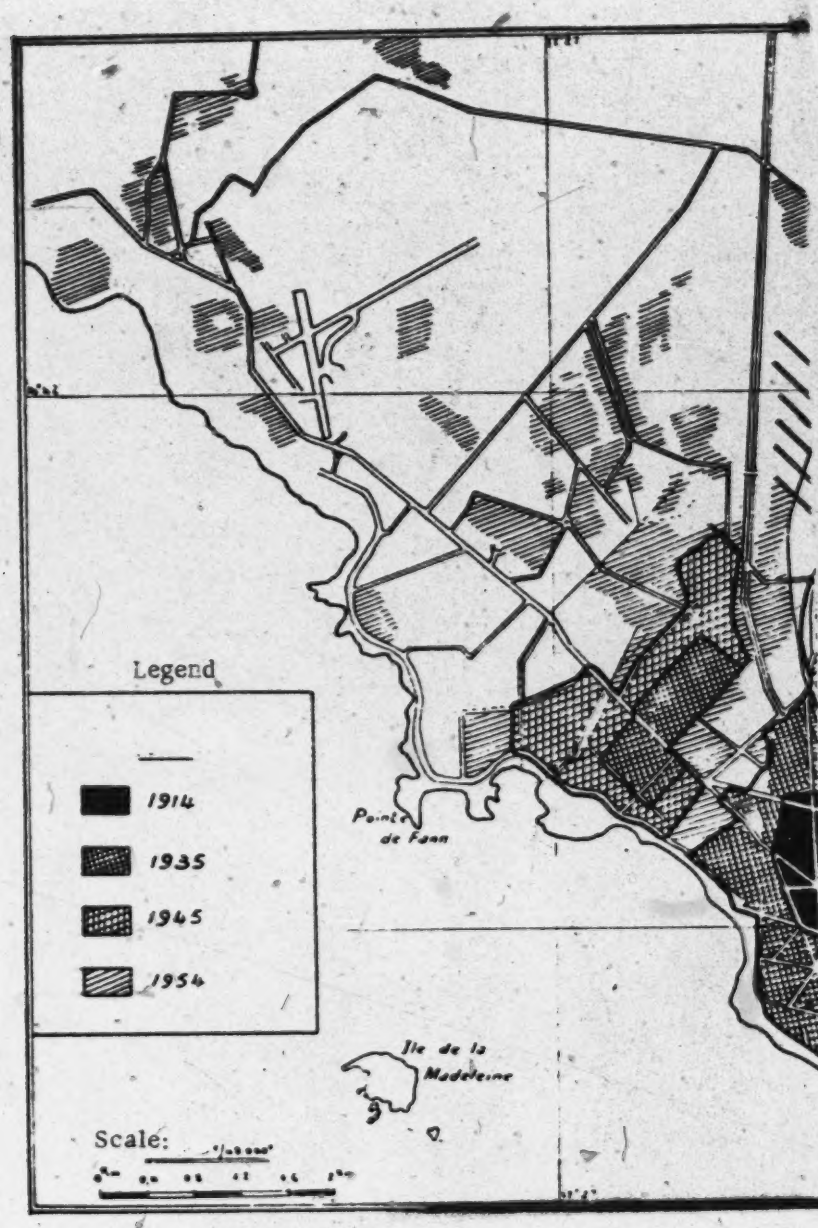

Fig. 1. Stages of the development of Dakar.
/left side of map/

17: Mercier--51 S-5 (1953-1954) 1954 MS37 Senegal MS37

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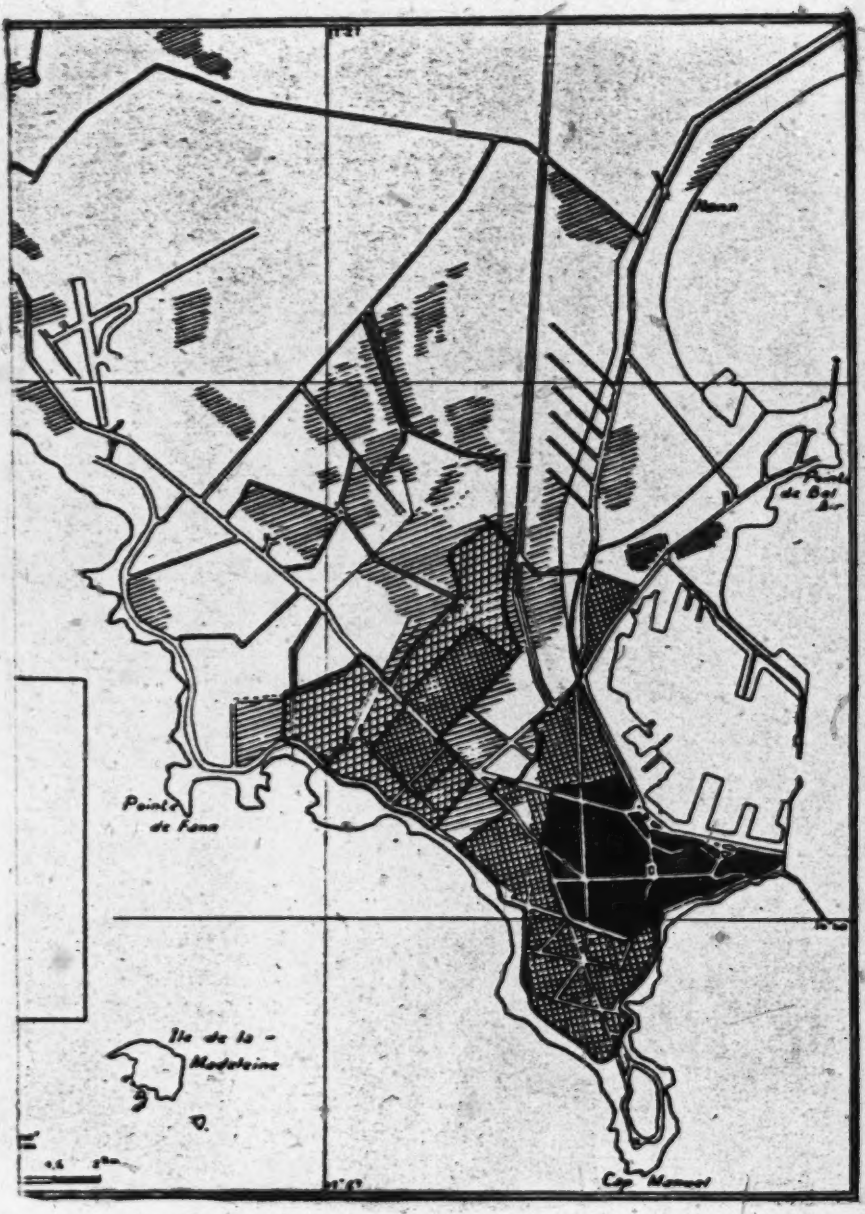

Fig. 1. Stages of the development of Dakar.
/right side of map/

17: Mercier--52 S-5 (1953-1954) 1954 MS37 Senegal MS37

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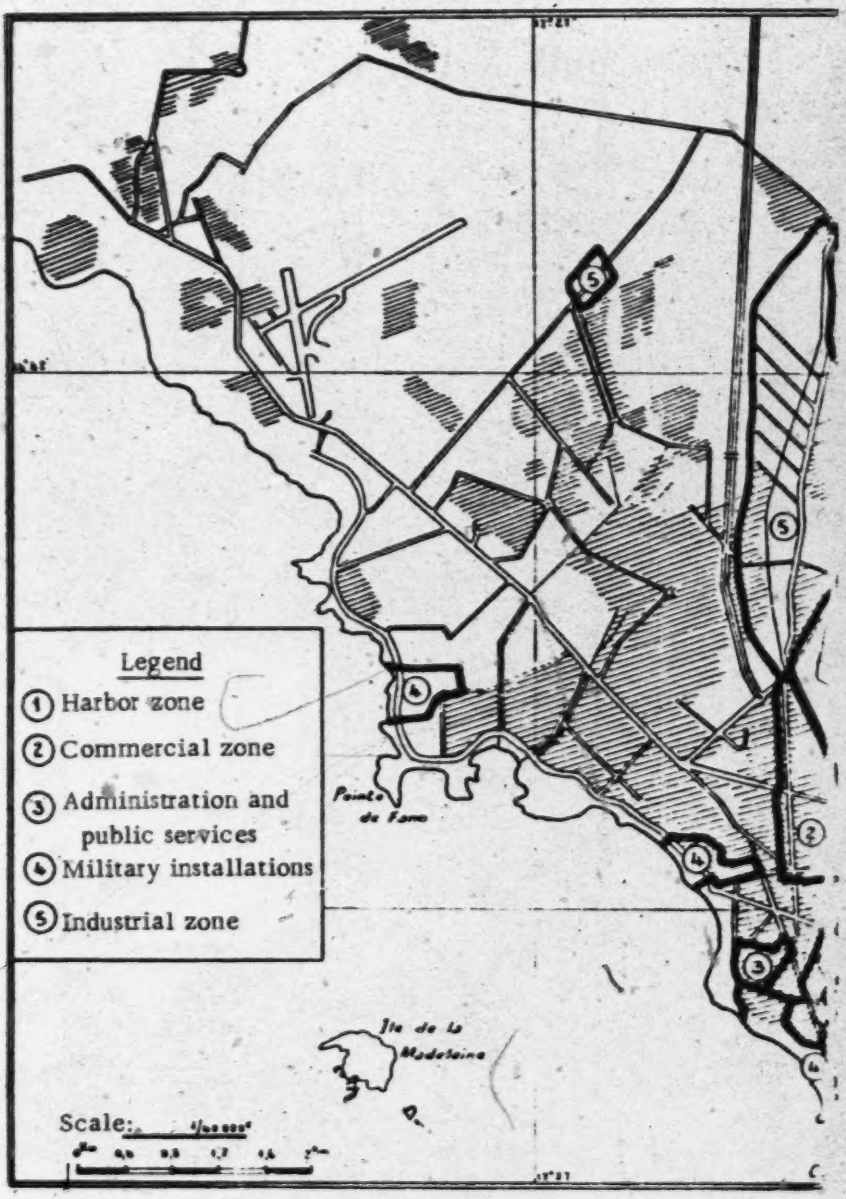

Fig. 2. Functional zones in the agglomeration of Dakar /left side of map/

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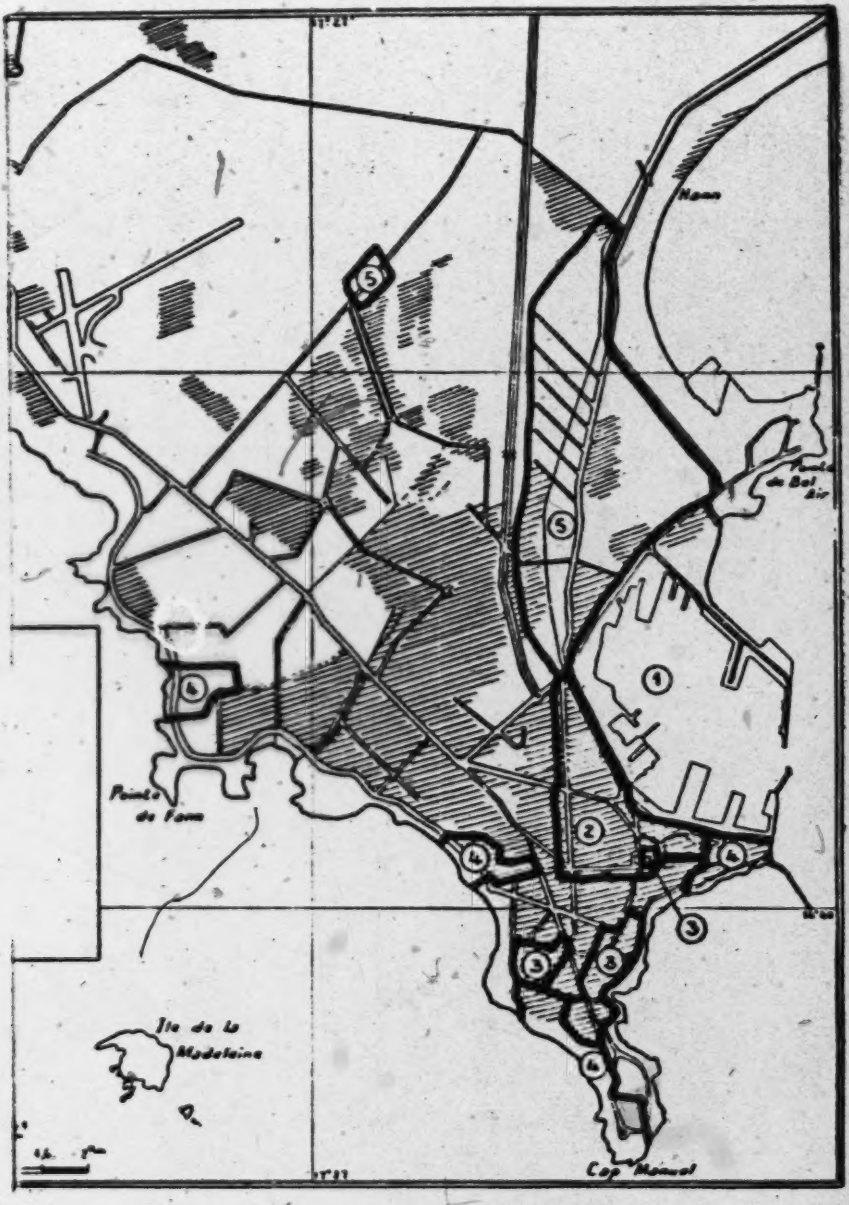

Fig. 2. Functional zones in the agglomeration of Dakar.
/right side of map/

17: Mercier--54 S-5 (1953-1954) 1954 MS37 Senegal MS37

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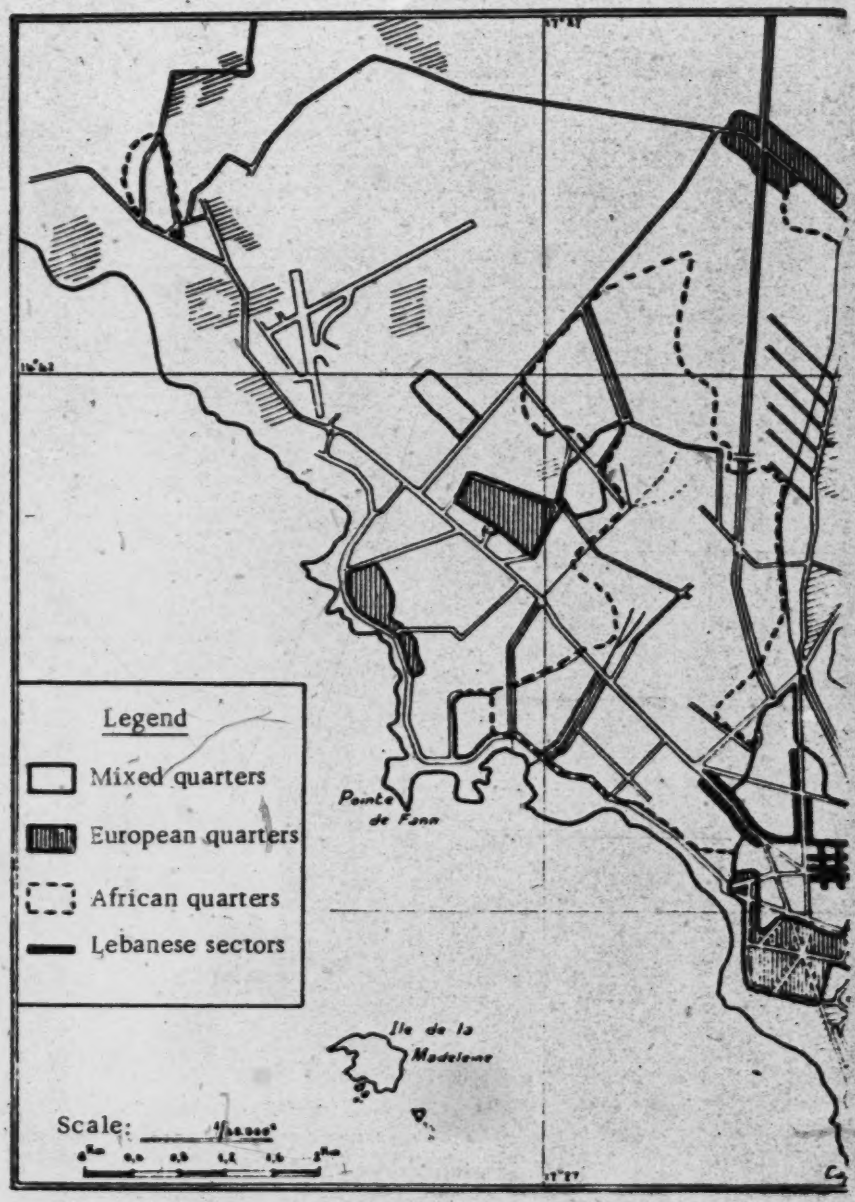

Fig. 3. Divisions of the Dakar habitat.
/left side of map/

17: Mercier--55 S-5 (1953-1954) 1954 MS37 Senegal MS37

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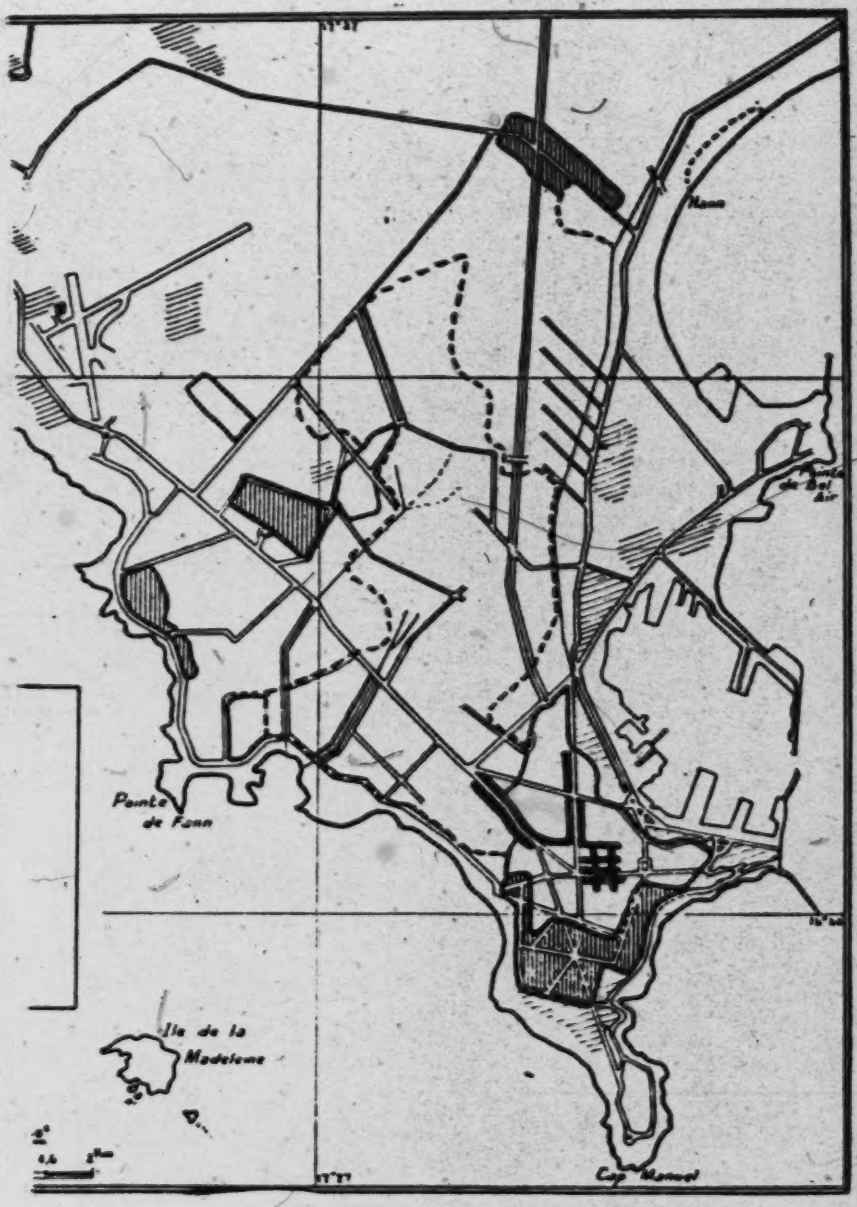

Fig. 3. Divisions of the Dakar habitat.
/right side of map/

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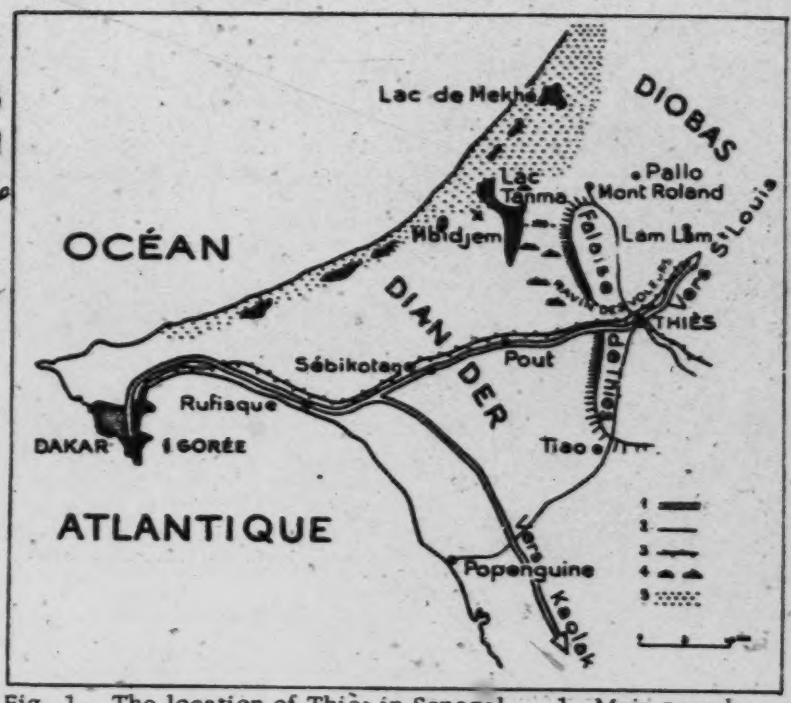

Fig. 1. The location of Thiès in Senegal. 1. Main paved road; 2. secondary road; 3. railroad; 4. swamps; 5. sand.

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Verde Peninsula. As long ago as this epoch Thiès seems to have been a strategic point and support point of primary importance.

As early as 1880 the provinces of Diander and Diobas were pacified. The military posts lost their importance and were abandoned one after the other, for example, Nguiguis (near Tivaouane) and Mbidjem. Only the one at Thiès, because of its exceptional location, survived and developed.

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2. The commercial escale (1880-1923).

The years of the decade 1880-1890 correspond to the period of the development of groundnut cultivation in Senegal and to the construction of the Dakar--Saint-Louis railroad.

/75 cont./

102 361 491 496

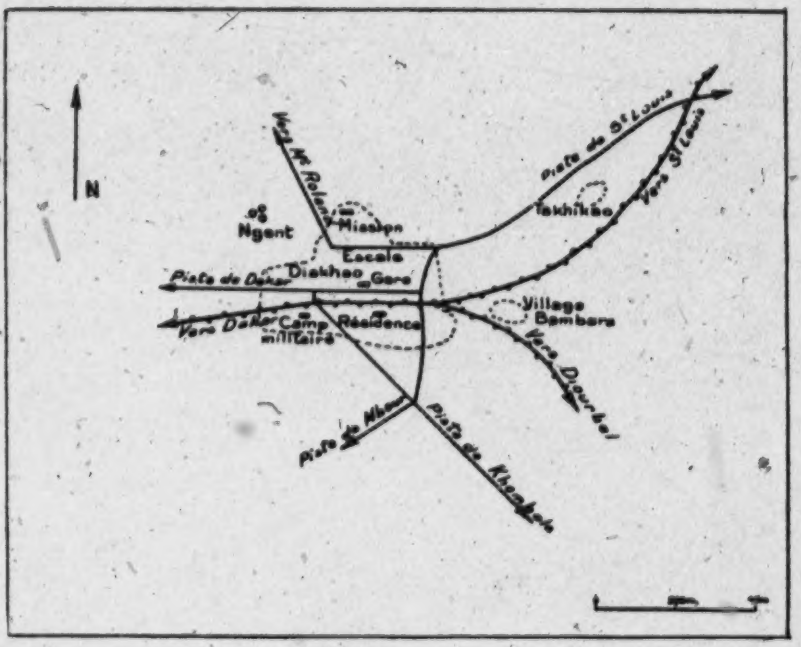

Fig. 2. Thiès in 1910.

369 441 563 acquired during the period of hostilities, their knowledge of the language, and their great aptitude for adapting themselves to the customs of the country and for living under very curtailed conditions /76/ made these newcomers serious competitors whom French commerce tried, but in vain, to eliminate. All the concessions of the northern escale were now occupied (5); the

5. There was no question of extending the first lots farther to the north; the concession ceded to the Mission prevented such an extension.

newcomers -- chiefly Syrians -- set up their factorerie (6) in the

[443]

6. Factorerie: shop where everything is sold and where at the same time

/78 cont./

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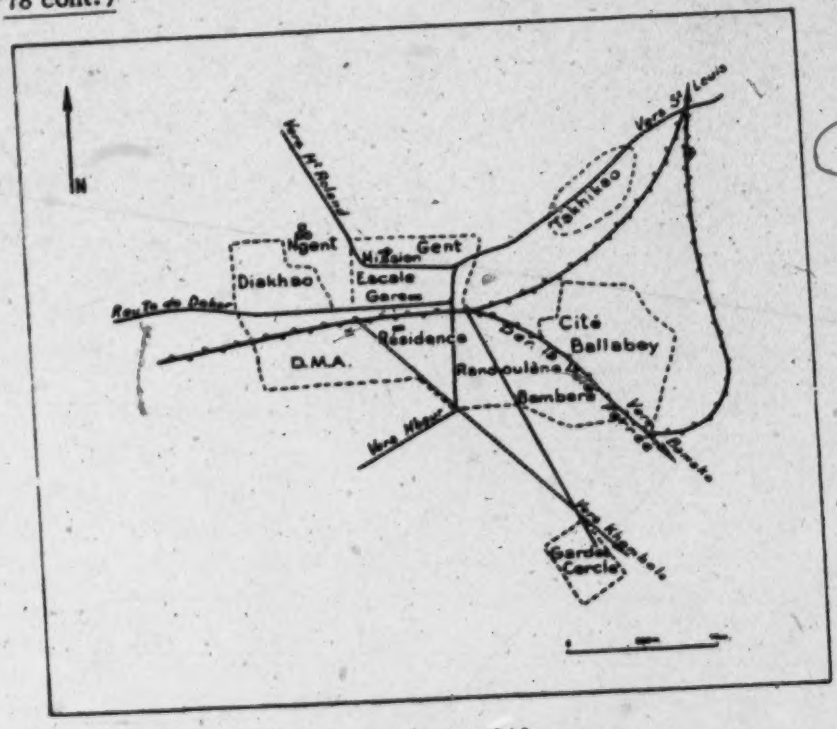

Fig. 3. Thiès in 1940.

351 buildings pierced here and there by a portal which gives access to the courtyards, always littered, of the shop or workshop. /79/ /Fig. 3 appears here./

361 One now sees a modification of this oldish architecture and [341] attempts at renovation. This quarter, built essentially for commercial purposes, did not leave any space free for expansion; no plaza, no small garden offers a pleasant spot in this assemblage dedicated essentially to trade.

The quarter of the Residence is quieter, and also cooler. The arrangement of the settlement pattern is looser; the houses are spread out, and each is separated from its neighbor by a [351] kitchen garden, a courtyard, or a small pleasure garden. Near the administrative buildings care has even been taken to reserve and arrange some public squares in the shade of immense Gambia

18: Savonnet--19 E-5 (ca. 1955) 1956 MS37 Senegal

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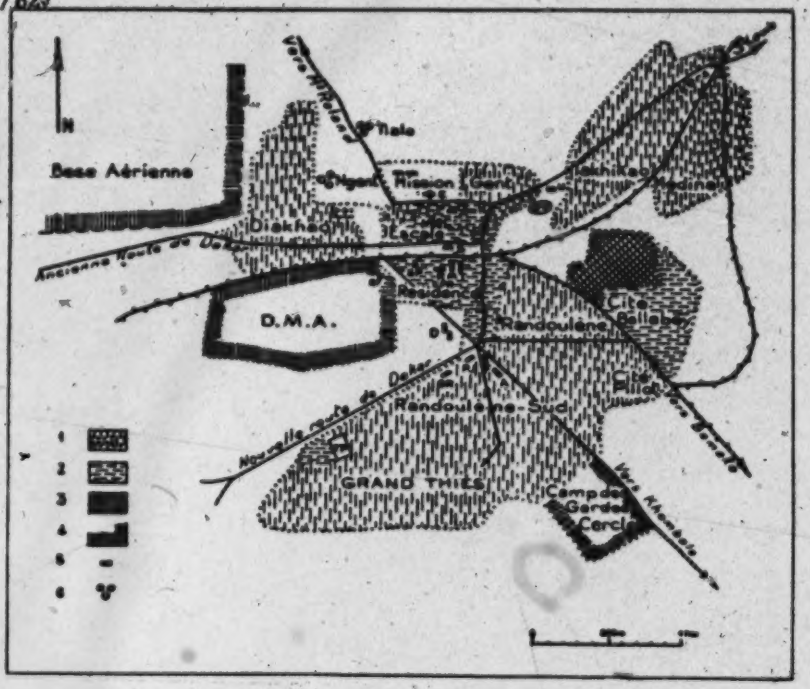

Fig. 4. Thies in 1954.

1. Residential zone of Africans; 2. Residential zone of Europeans; 3. Industrial zone; 4. Military bases;5. Administrative and religious buildings; 5. Village. E-- Catholic church; U-- Mosque; V-- Posts; C-- College; L-- Police; S-- Station; N-- Gendarmery; P-- Primary school; RF-- Faidherbe Redoubt; SP-- Société de Prévoyance /Welfare Society/; M-- Town Hall. T-- Treasury; R-- Residence of the Commander of the Circle; Pr-- Prison; D-- Dispensary; TP-- Public Works; PJ-- Palace of Justice; GR-- Bus station; P-- Collector's office. A-- Firemen.

/8 cont./

Fig. 1. Domain of the groundnut in Senegal.

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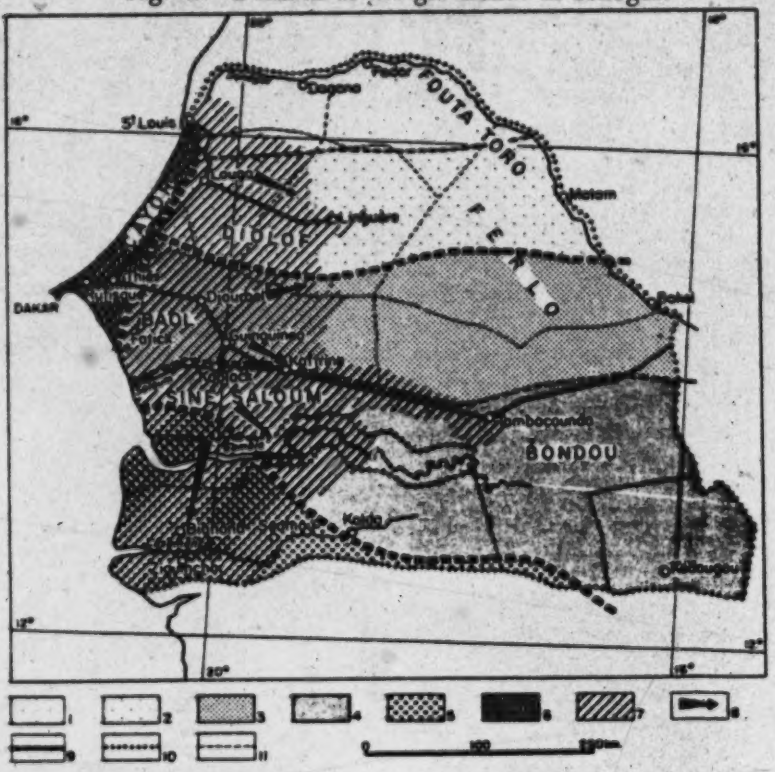

1. Sahelo-Saharan zone:
2. Sahelo-Sudanese zone:
3. Sudano-Sahelian zone .
4. Sudano-Guinea zone.
5. Guinea zone.
6. Coastal zone with relics of the Guinea woodland.
7. Groundnuts.
8. Progression of the domain of the groundnut.
9. Railroad.
10. Boundaries of the states.
11. Boundaries of the circles.

/375 cont./

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133

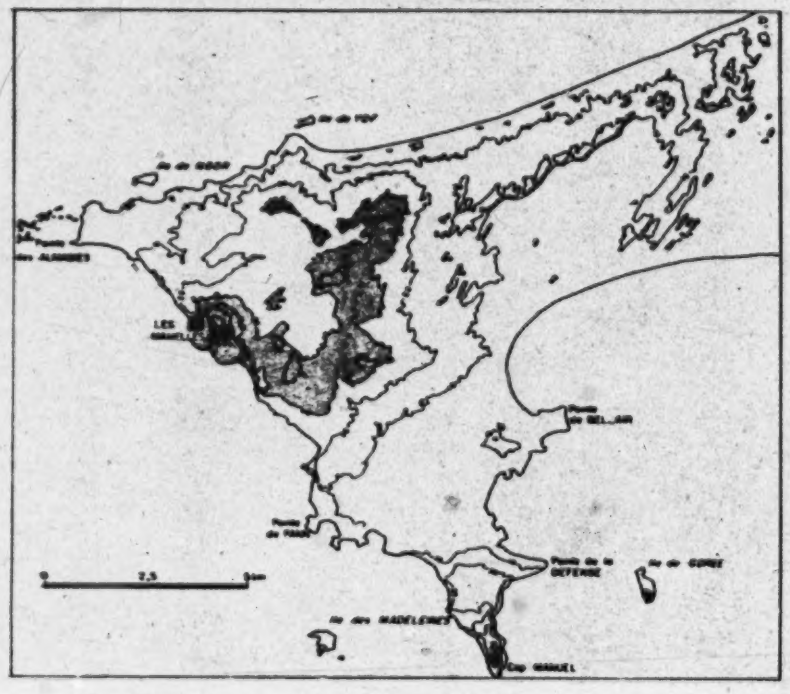

Fig. 1 The site of Dakar.

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of making it a kind of colony (Pl. XXI A). 7/1

But at the same time, with slavery abolished, Europe was instituting new forms of relations with the underdeveloped countries, imposing itself on the populations for the establishment of a new order less cruel than slavery and better suited for profitable improvements that were more diversified, more systematic, and more in accord with the requirements of the European societies which the technical and industrial revolution was more and more transforming. From this perspective, Dakar could become an incomparable point of support: its site was favorable for the establishment of a city; its coves could harbor a military port and a commercial port.

[912]

Thus, on 25 May 1857, Dakar was officially occupied in the

7/1 [See category 116, P. 15--Analyst]

/379 cont./

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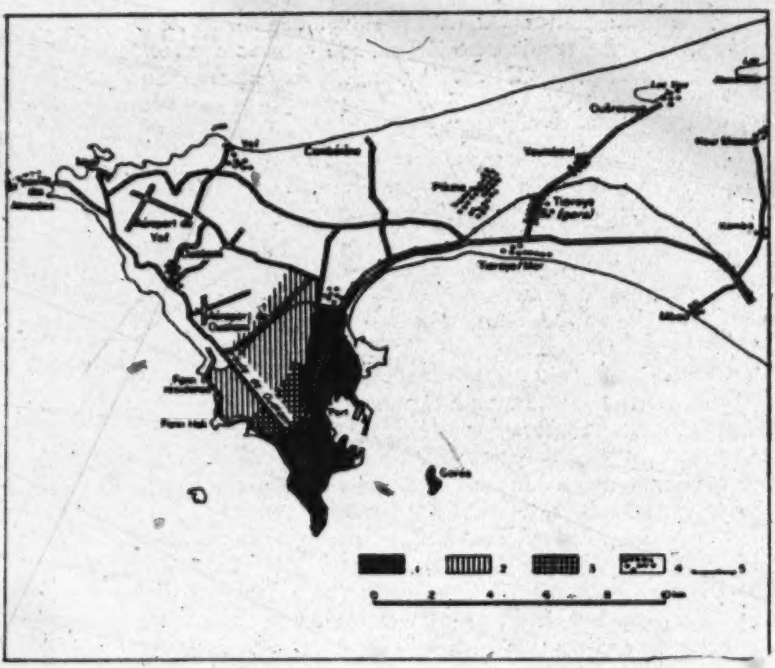

Fig. 2. The quarters of Dakar. --1. Dakar-ville and the industrial zone; 2. Greater Dakar; 3. Médina; 4. villages of the suburbs; 5. railroads.

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[441] groundnuts at Rufisque, nearer to the centers of production in Cayor. Therefore Rufisque soon became the groundnut capital. As early as 1862, 27 European or Gorean merchants were established there (and 12 at Bargny, located three kilometers farther to the east). Three years later, this figure climbed to 35 (14).

14. Note 1 in Fondation de Dakar, op. cit., p. 328.

369
633 The activity at Rufisque was so great and the launching of Dakar so

/Between pp. 382-383/

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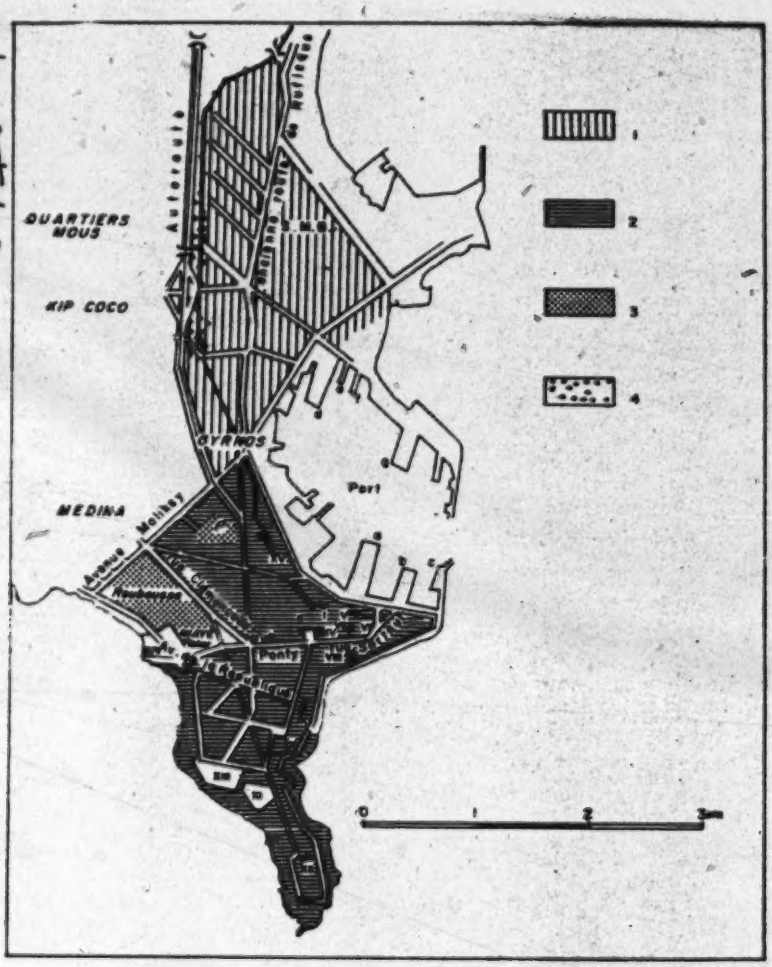

Fig. 3. Dakar. The port and the industrial zone. -- 1. The industrial zone; 2. the very urbanized sections; 3. low quarters; 4. irregular quarters.

(Caption Continued on following page.)

/Fig. 3 Caption cont./

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743

a-g. The piers. -- I. Town Hall. -- II. Chambre de Commerce. -- III. Sandaga Market (Ponty-Clemenceau cross-roads). -- IV. Former Palace of Justice. -- V. General Postoffice. -- VI. Treasury. -- VII. Kermel Market. -- VIII. Military Circle. -- IX. Residence of the President of the Republic. -- X. Military Hospital. -- XI. African Hospital. -- XII. Palace of Justice. -- XIII. Camp Bornis. -- XIV. Camp Galliéni. -- XV. Station.

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162

/383 cont./ one another in Dakar are Lébou, Ouolof /Wolof/, Toucouleur /Tukolor/, Sérère /Serer/, Sarakolé, Diola, Socé, etc., who are Senegalese, but there are also Mauritanians, Sudanese, Voltaics, Guineans, Ivorians /persons from the Ivory Coast/, Dahomeans, Cape Verdeans, Lebano-Syrians, French, etc. The Lébou, who are the original population of Dakar, today represent scarcely one-tenth of the population, exceeded in number by the Oulof, the Toucouleur (20), and even by the 30,000 non-Africans,

[113]

20. A. Diop, "L'immigration toucouleur à Dakar (enquête /investigation/ 1958-1959)," I.F.A.N., Dakar, p. 1. The author, citing an investigation by the M.I.S.O.E.S., gives the figure of 31,000 Toucouleur in 1959.

[166]

among whom the French constitute a great majority of close to 23,000 persons in residence. This character of Dakar as a region of call is illustrated first by the fact that only a little more than one-third of the population was born there, /384/ and then by the quite obvious inequality between the number of men and that of women. Before the war, among the Europeans, there were 65% men as against 25% women and 10%

[744]

children (21). Today the systematic destruction of the

21. Morazé, Ch., "Dakar," op. cit., p. 630.

/386/

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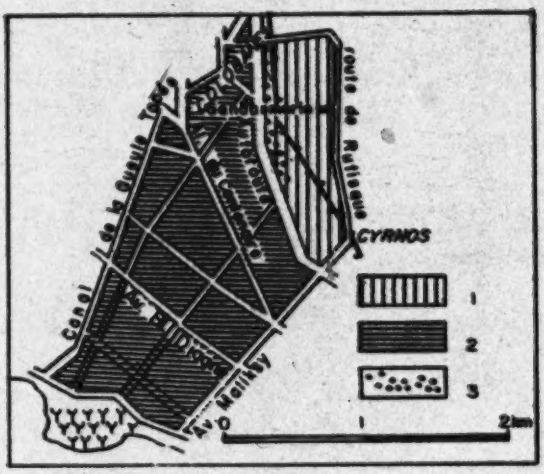

Fig. 4. Médina. -- 1. Industrial zone; 2. quarters more or less urbanized; 3. irregular quarters.

369 563 which progressively transformed the Dakar agglomeration. There was first the creation of the S. T. A. G. D. (Service temporaire de l'aménagement du Grand-Dakar /Temporary [361] Office for the Arrangement of Greater Dakar/) for a systematic urbanization of the city. Then there was the decision to promote a policy of lodgings for African officials, while a society for a mixed economy, the Société Immobilière du Cap-Vert (S. I. C. A. P.) /Building Society of Cape Verde/ [362] studied and made up forms for cheap dwellings for mere renting or for rent-sale. At the same time there was the law called "Lamine Gueye," which equalized upward several [465] elements of the African and non-African wages at the time when "l'africanisation des cadres" /Africanization of the [647] staffs/ was promoted, which led to a mixture of Africans and Europeans in the administrative lodgings and in the new quarters for officials. Finally, first the staff-law and then autonomy

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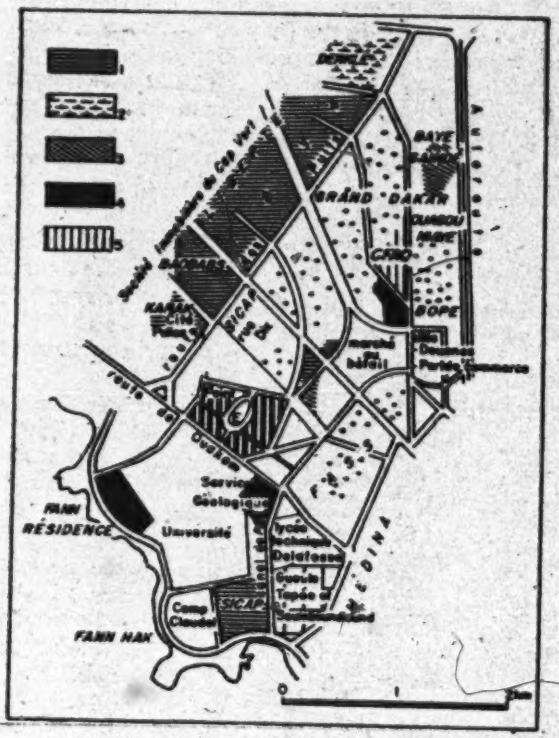

Fig. 5. Greater Dakar. -- 1. Officials' quarter; 2. Derklé; 3. H. L. M.; 4. houses of officials; 5. loan grouping.

/390 cont./

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4. The suburbs. The suburbs of Dakar are composed of 13 villages, of which those closest to Dakar, Ouakam, N'Gor, Yoff, Hann, Thiaroye, and M'Bao resemble Colobane. The others remain typical traditional villages. Only Dagoudane-Pikime escapes either category. Created ex nihilo less than ten years ago to serve as an outlet for the irregulars of Dakar who were to be found there, driven back as urbanism progressed, it already has the appearance of a little city with its 10,000 inhabitants.

[62]

/391 cont./

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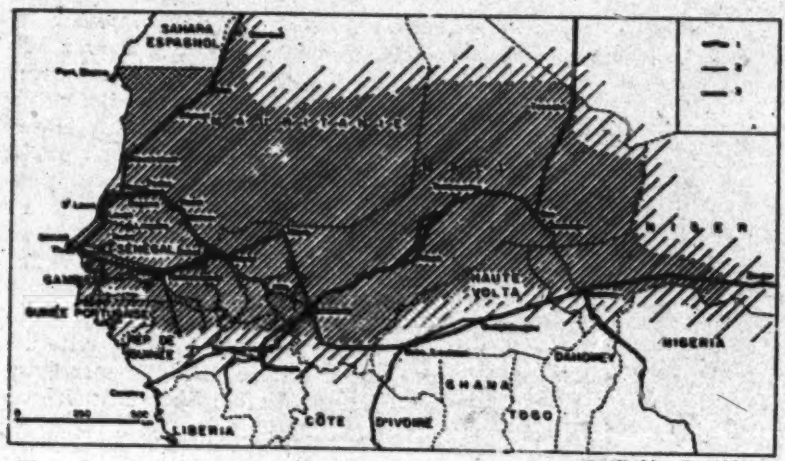

Fig. 6. Dakar's zone of economic influence. 1. Navigable course; 2. railroad; 3. road.

369 Sudanese interior, but also for the whole of former French West
433 Africa through the role of management that the administrative
439 offices, the banks, and the great commercial agencies play from Dakar.

In truth, however, this pre-eminence of Dakar which rests only on its role as a relay-station, a "service station," which receives for redistribution, carries with it grave weaknesses. And first of all it is necessary to note that the influence of Dakar, which extends supremely over a regional assemblage larger than France, is actually /392/ nothing less than a sign of the underdevelopment of the regions thus dominated. It in fact signifies for them an economy of trade, without local conversion of the products, with few urban centers playing an important role in regional management. Now, precisely this influence, while maintaining the economy of trade, prevents any new orientation of the economy in a national sense. Because of this, the ties uniting Dakar with its zone of influence appear to be of the same nature as those that tie the colonies to their mother countries, or, more accurately, they are only shackles: the nationalism of the new states will confuse them in a similar

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS37
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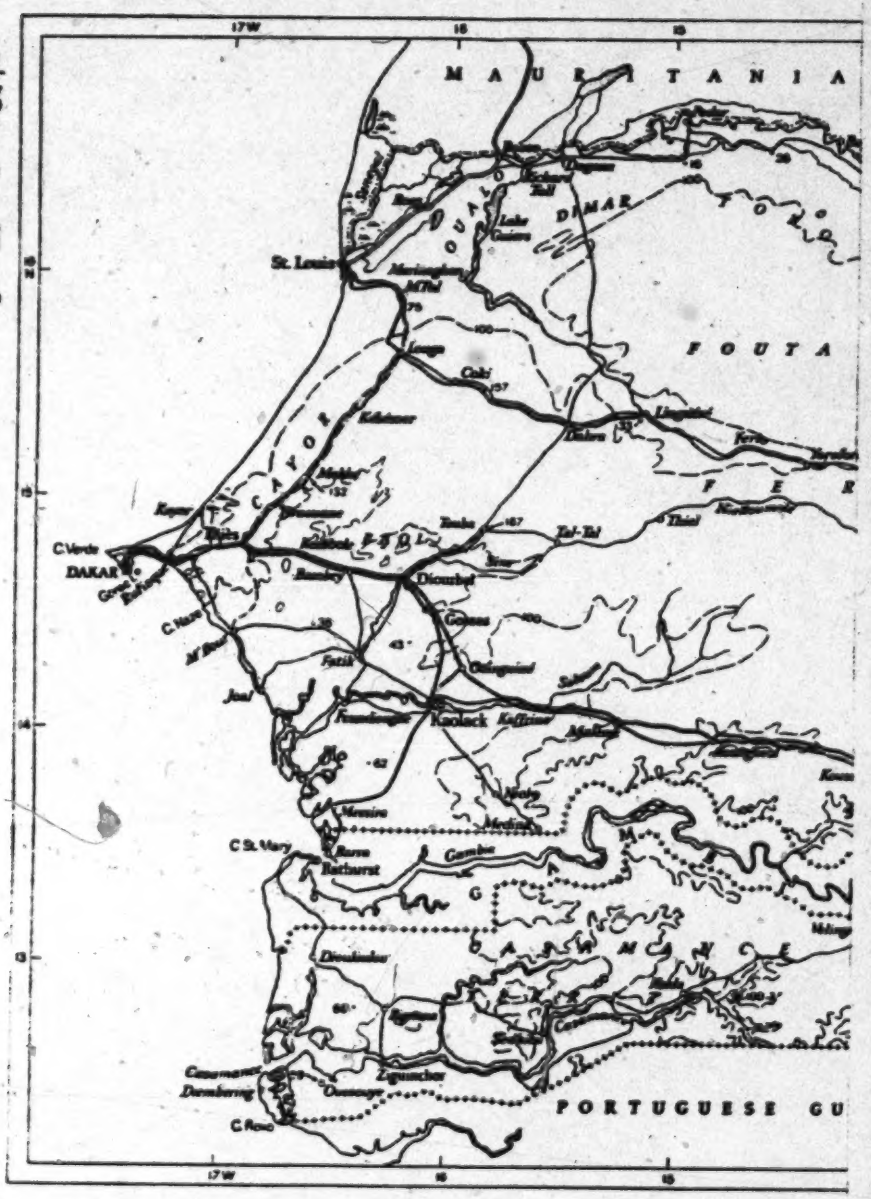

[Facing P. 395 (1)]

FIG. 47. Senegambia

[Pp i-xvi and pp. 1-394 not processed]

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 39
Gambia FC1

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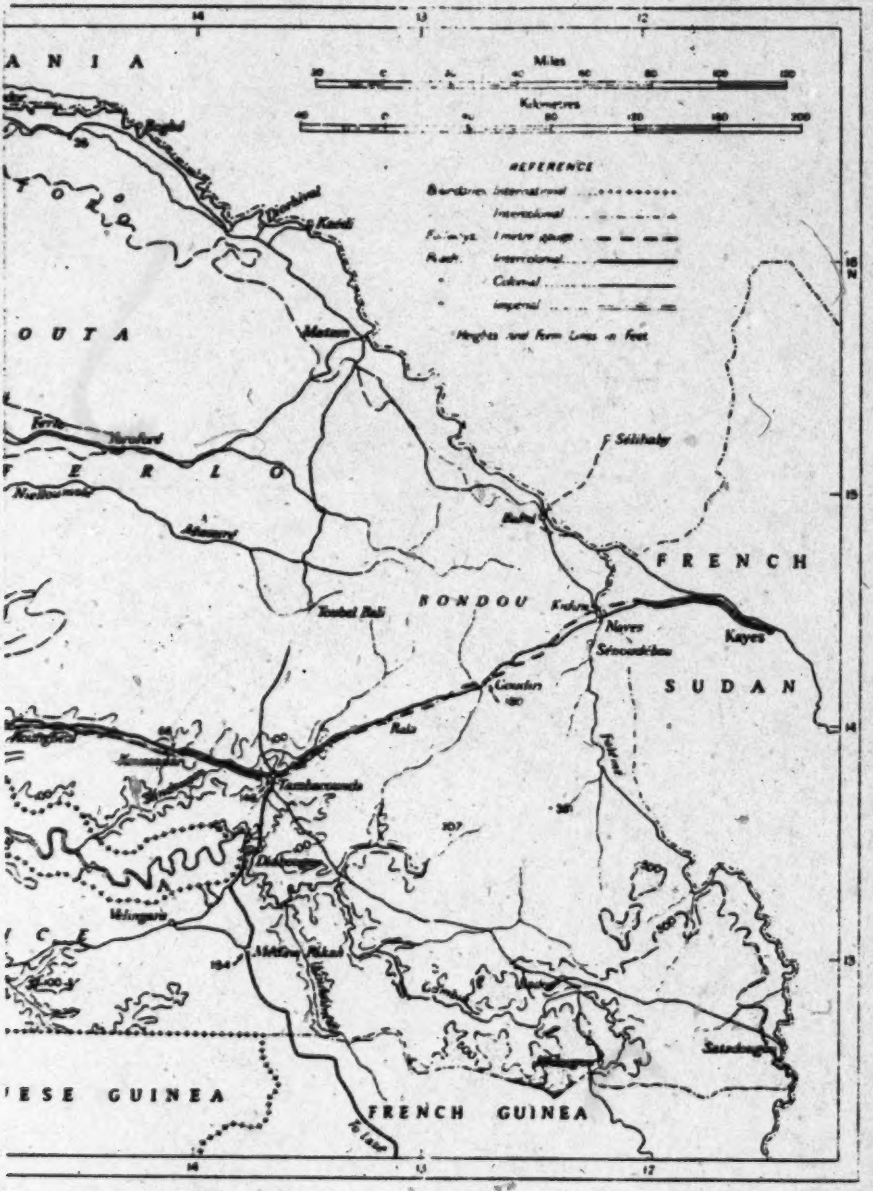

FIG. 47. *Senegal*

[Facing P. 395(B)]

22:Winterbotham et al. K-4 (no date) 1944 M837 Senegal MS 37

133 1½ miles off shore from Dakar, is the historic island of Goree (p. 449).
[504] The bay is protected by the Cape Verde peninsula and affords good anchorage at a depth of 11 fathoms, and its beaches provide numerous landing-points for ships' boats.

[361] The village of Hann, in the middle of the shore of Hann bay, is a

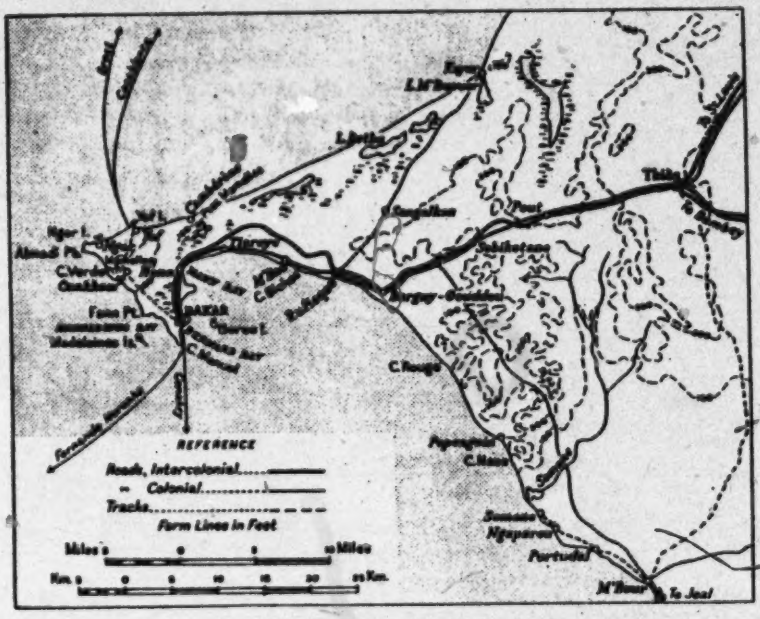

FIG. 48. *The Cape Verde Peninsula*

133 [361] seaside resort for the inhabitants of Dakar. There is also a botanical
[369] garden. The intercolonial road and the railway run near the sea and
[491] are never far from it until they pass Bargny-Gouddou. North-east of
[496] Hann there is a narrow lagoon between the sea and the road, and the coast bears away north-east, east, and east-south-east for the 11 miles to Rufisque (p. 449). There is much marshland, and the sole feature
[361] of note is Cape Biches, a low promontory 2 miles before the town. Bargny-Gouddou is 3 miles east-south-east of Rufisque, and beyond it the coast is cut up by creeks and lagoons, which have small seasonal rivers running into them. Behind them are scattered sandhills which rise eastwards to hills of 200 and 300 feet. Cape Rouge, which barely projects into the sea, has red cliffs intersected by wooded ravines.

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491
361

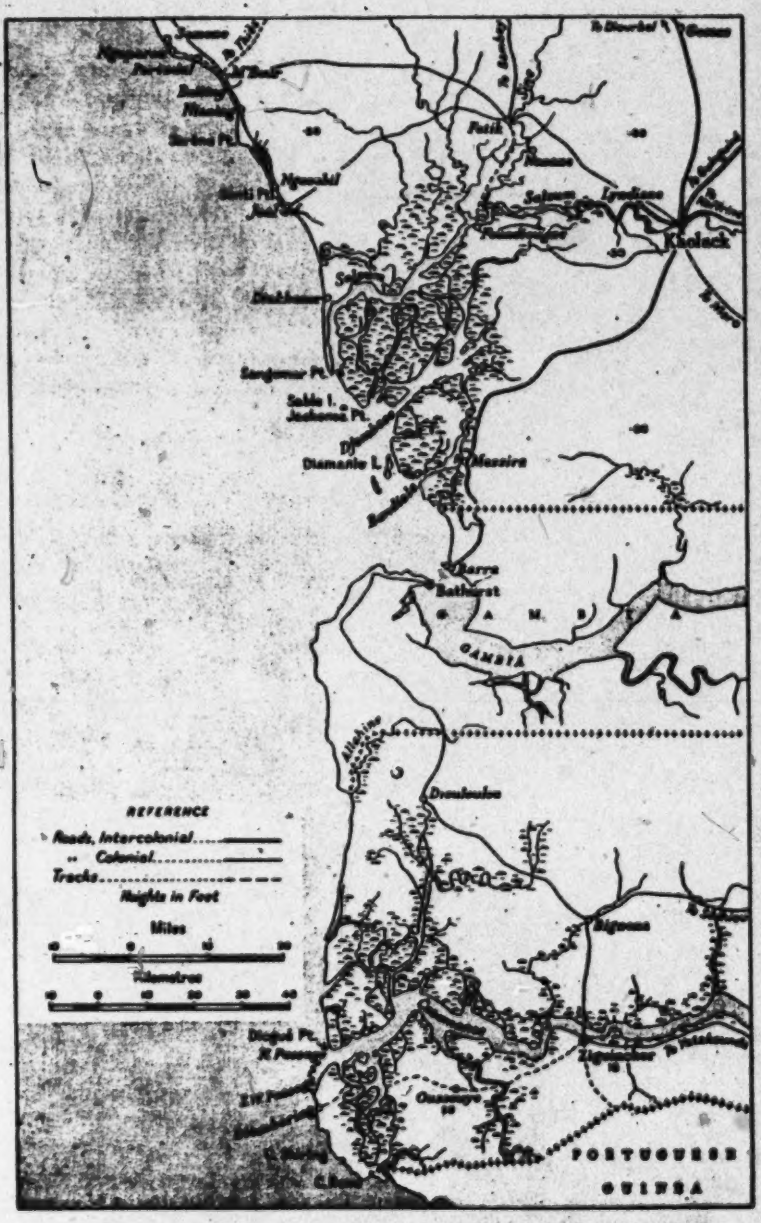


FIG. 49. *Senegal: the Coast from Ngueguen to Cape Roxo*

22: Winterbotham et al. K-4 (no date) 1944 M537 Senegal MS 37

president, but the Governor has the right of addressing it and of deputing high officials to speak to it of the work of their own departments. It appoints a Standing Committee, which can meet to trans-

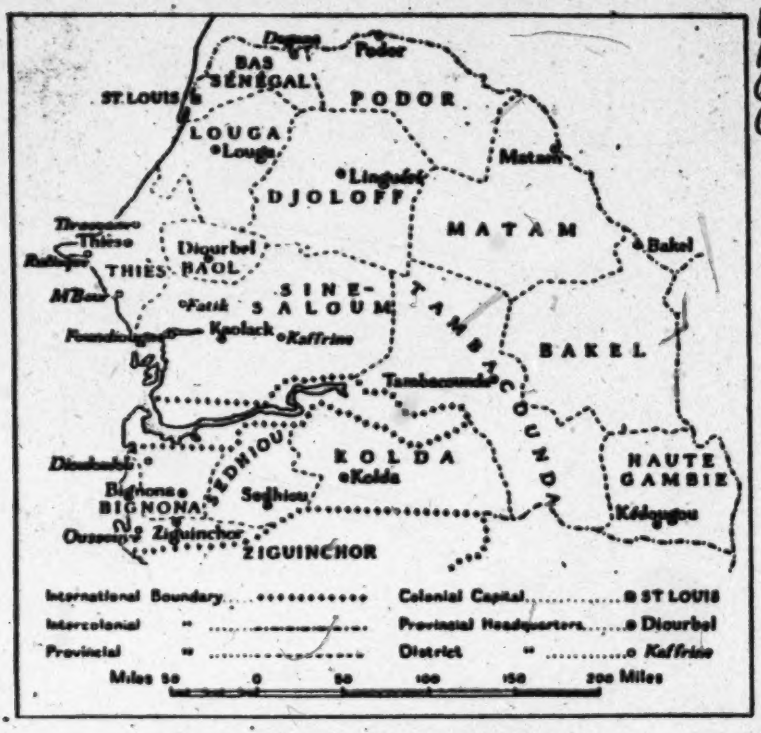


FIG. 52. *Senegal: Administrative Divisions*

act business when the full Council is not in session. It is bound, however, to report to its parent body.

The Council's powers are wide. It must be consulted on a proposal to create new communes, and it may advise on any matter put before it by the Governor. It may legislate on eight stated topics, which are chiefly concerned with the management of state property and with the colony's financial contributions to the public works of the Federation. This legislation comes into force within two months, unless previously vetoed by the Governor-General. The Council also has the right to deliberate the assessment and collection of

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

36
102
491
504
712
133

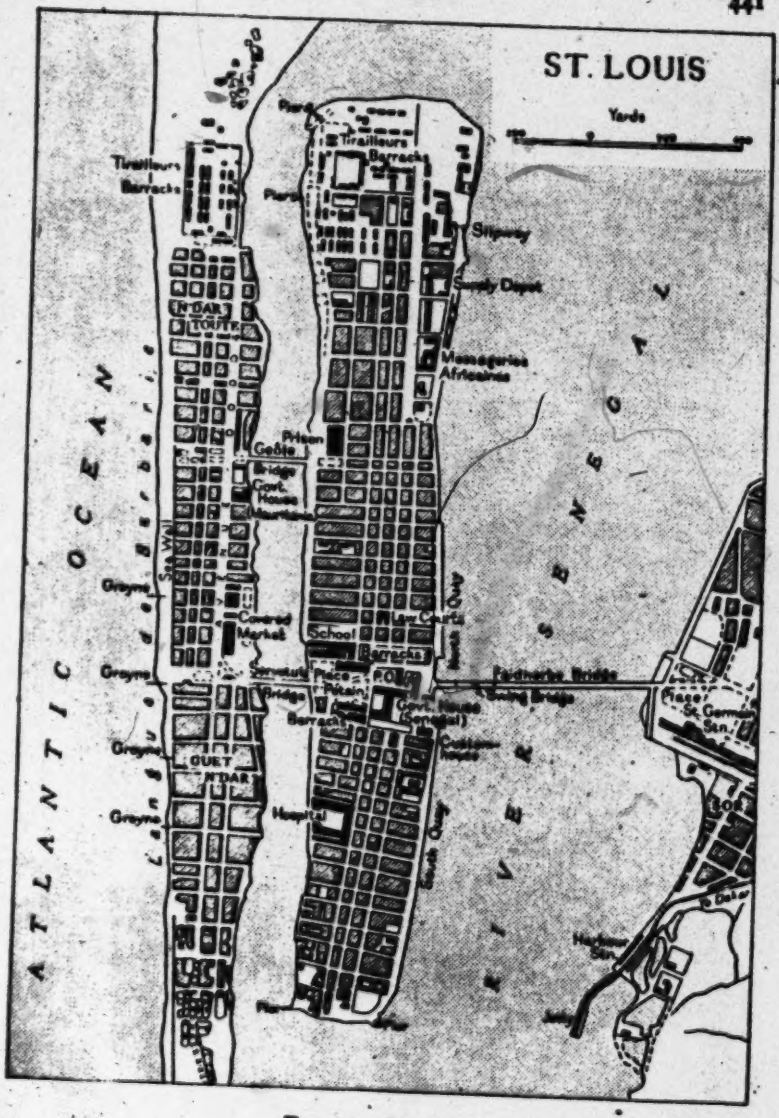


FIG. 53. *St. Louis*

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

[p 445]

36
504
764
206
502
102
743
912
498
133

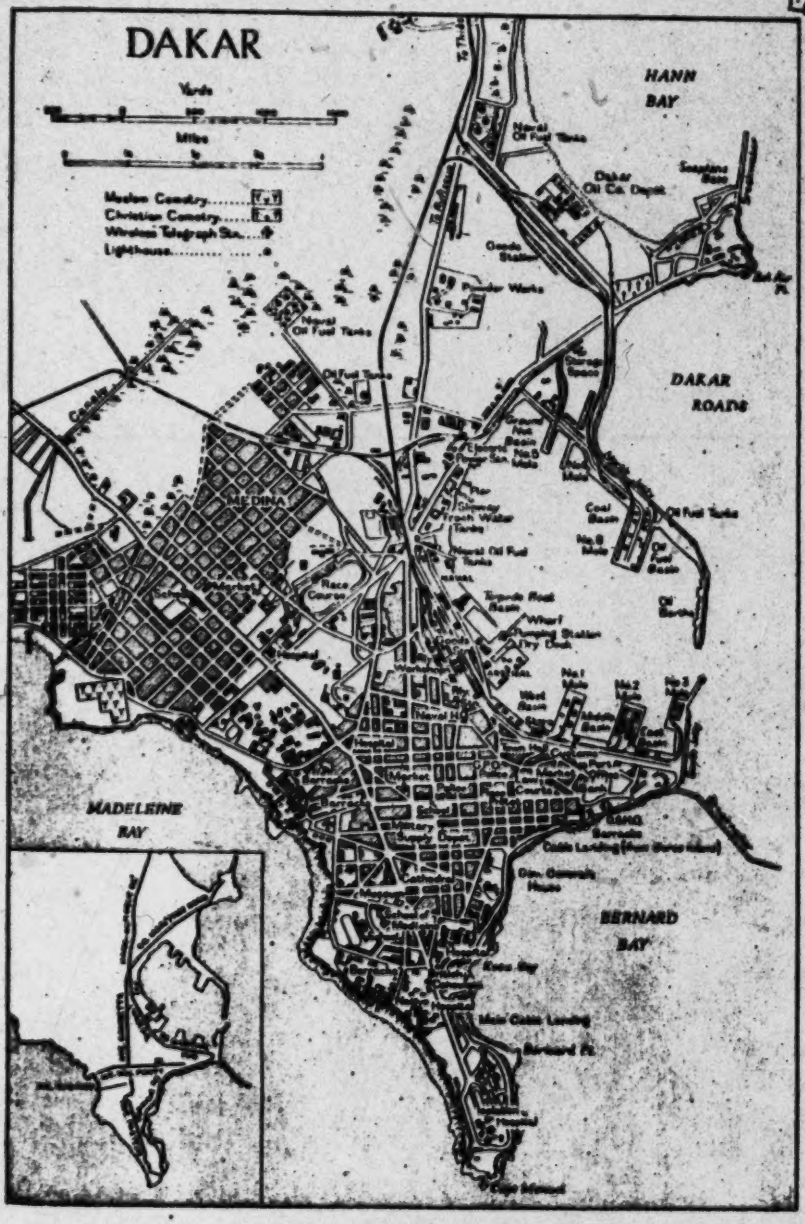
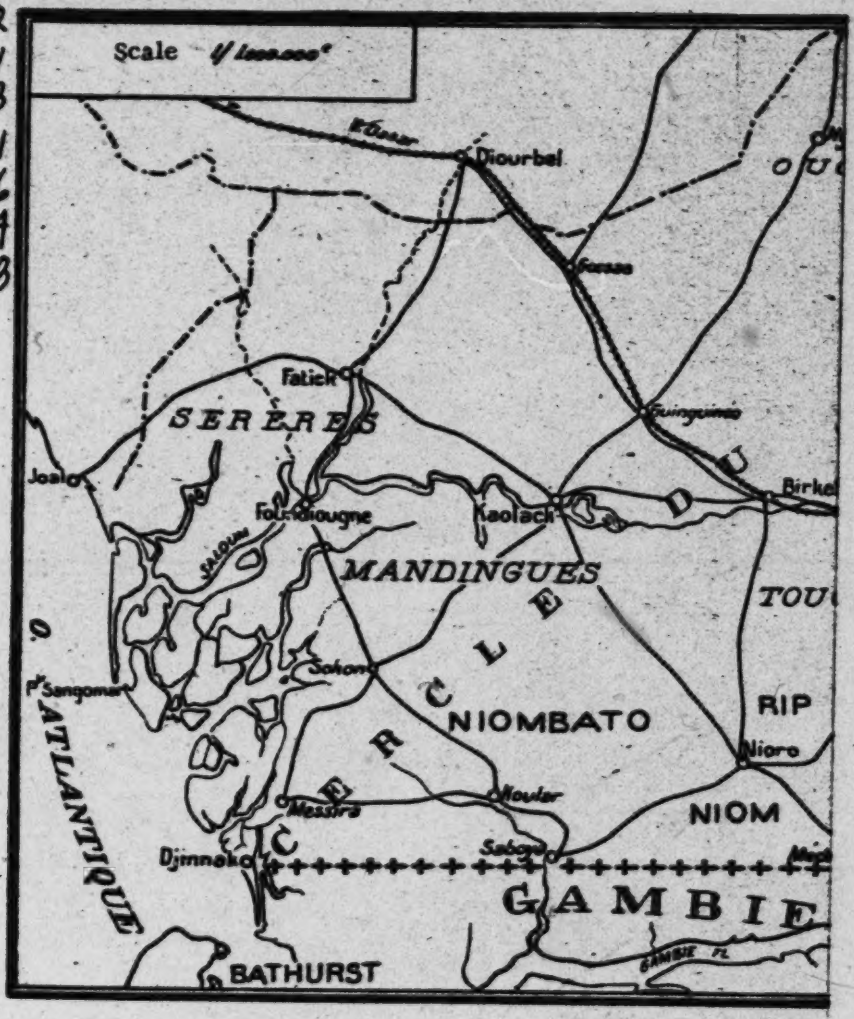


FIG. 54. *Dakar*

/Between 100 and 101/

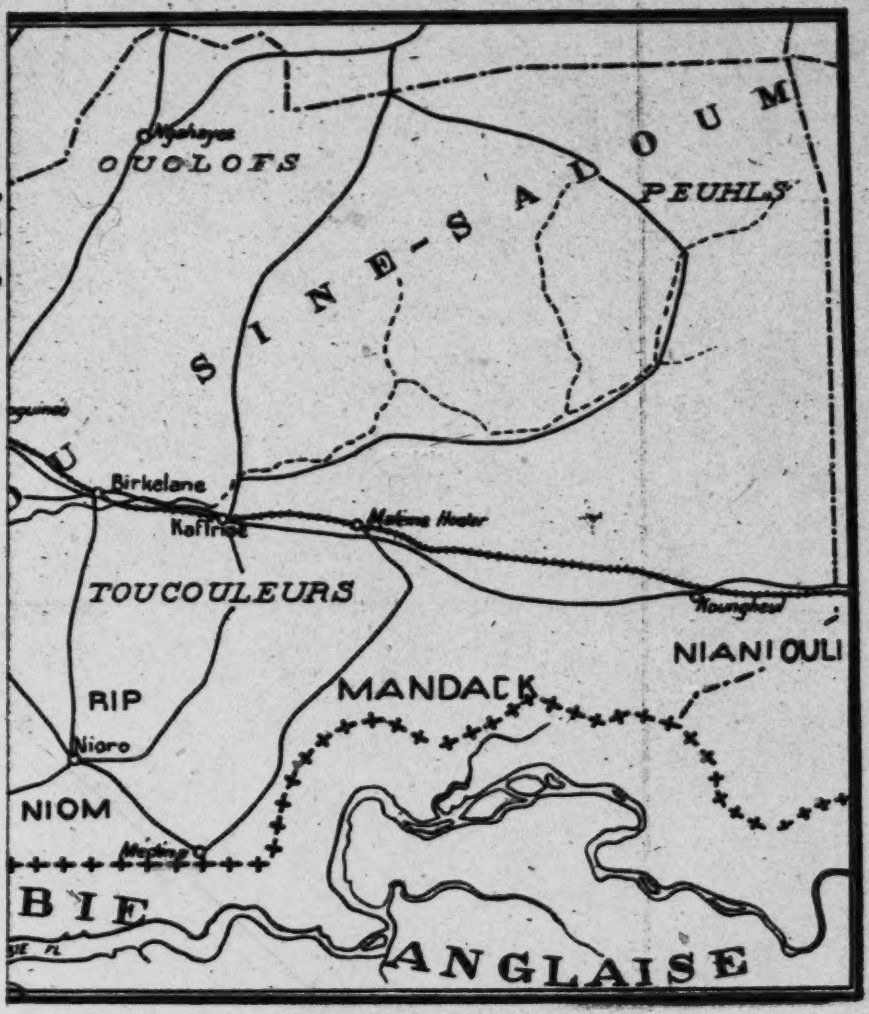
102
131
133
491
496
634
563



Circle of Sine Saloum

/left side of map/

102
131
133
491
496
634
563



Circle of Sine Saloum

/right side of map/